

**RESOLUTION NO. 200-91**

**ADOPTING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE  
FOR GENERAL PLAN AMENDMENT GPA 91-6 AND APPROVING GPA 91-6 -  
ESTABLISHING A GROWTH MANAGEMENT ELEMENT AS AN OPTIONAL  
ELEMENT TO THE DANVILLE GENERAL PLAN**

**WHEREAS**, in August, 1988, Contra Costa County residents approved Measure C - the "Contra Costa Transportation Improvement and Growth Management Program" authorizing the collection of an additional one-half cent in sales tax in Contra Costa County; and

**WHEREAS**, a percentage of the Measure C monies collected (18%) are to be returned to local jurisdictions for use in a variety of transportation related improvements; and

**WHEREAS**, in order to receive these funds cities must prepare a separate Growth Management Element (Element) of the General Plan to address the impacts of growth;

**WHEREAS**, Section 65350 et. seq. of the Government Code of the State of California prescribes the procedure for adopting and amending the general plans; and

**WHEREAS**, at their meeting of June 5, 1989, the Danville Town Council adopted Resolution No. 70-89 indicating the Town's intent to comply with the growth management program requirements contained within Measure C, thereby allowing the Town to qualify for local street maintenance and improvement funding (i.e., the return to source portion of Measure C funds); and

**WHEREAS**, the Growth Management Committee established as part of the Town Forum process in 1990 examined key issues and solutions relating to growth management and reported to the Town Council on April 19, 1990; and

**WHEREAS**, the Danville Planning Commission and Town Council held joint study sessions on January 8, and January 15, 1991, to discuss the Town's present approaches to growth management related issues (and to discuss the philosophical basis of that approach) and to consider options/obligations for the future in the area of growth management; and

**WHEREAS**, direction provided to staff at the second study session included the following;

- a. The Growth Management Advisory Committee to be established to aid the preparation of the Element should not set out to "reinvent" the General Plan. Because of the detail and scope of the Danville 2005 General Plan, a



majority of the optional topics for the Element (as outlined by Measure C materials generated by the Contra Costa Transportation Authority) have already been addressed in detail.

b. In preparing the Element, the advisory committee should;

- "revisit" growth management issues previously addressed in the Danville 2005 General Plan, and
- "revisit" the question of "who do we want to be?"; and

**WHEREAS**, at their meeting of February 5, 1991, the Danville Town Council adopted Resolution No. 38-91 authorizing the formation of a Growth Management Advisory Committee to assist with the preparation of the Element; and

**WHEREAS**, the Growth Management Advisory Committee met nine times between March and September, 1991 to refine the March 21, 1991 administrative draft of the Element prepared by staff; and

**WHEREAS**, opportunities for public participation in the preparation of the Element occurred with the community meeting conducted by the Growth Management Advisory Committee (September 19, 1991); and

**WHEREAS**, public comment and input was also solicited through the circulation of the environmental documentation (Negative Declaration of Environmental Significance) prior to the Planning Commission's consideration of the Element; and

**WHEREAS**, the Planning Commission did review the Element at noticed public hearings on September 24, 1991 and October 8 and 22, 1991; and

**WHEREAS**, the public notice of these hearings was given in all respects as required by law; and

**WHEREAS**, the Planning Commission, after accepting the Element from the Growth Management Advisory Committee, and conducting public hearings to receive input on the Element, adopted Planning Commission Resolution No. 91-44 recommending the Town Council adopt a Negative Declaration of Environmental Significance for General Plan Amendment GPA 91-6 and approve GPA 91-6 - establishing a Growth Management Element as an optional element to the Danville General Plan; and

**WHEREAS**, the Town Council did review the Element at noticed public hearings on November 6, 1991 and November 19, 1991; and



**WHEREAS**, the public notice of the hearings was given in all respects as required by law; and

**WHEREAS**, a Negative Declaration of Environmental Significance has been prepared and circulated for the Element, indicating that no significant environmental impacts are anticipated to be associated with the adoption of the Element; and

**WHEREAS**, a staff report was submitted recommending that the Town Council accept the Planning Commission's recommendation and adopt the Negative Declaration of Environmental Significance for General Plan Amendment GPA 91-6 and approve GPA 91-6 - establishing a Growth Management Element as an optional element to the Danville General Plan; and

**WHEREAS**, the Town Council did hear and consider all reports, recommendations, and testimony submitted in writing and presented at the hearing; now, therefore, be it

**RESOLVED THAT** the Town Council of the Town of Danville adopts the Negative Declaration of Environmental Significance prepared for GPA 91-6 makes the following findings in support of that action:

1. The Negative Declaration of Environmental Significance prepared for GPA 91-6 fully and adequately addresses potential environmental impacts associated with the adoption of the Growth Management Element, satisfying the requirements of the California Environmental Quality Act (CEQA).
2. On the basis of the Initial Study of Environmental Impacts, there is no evidence that the adoption of the Element will have a significant effect on the environment.
3. There is no evidence before the Town that adoption of the Element will have any potential for adverse effect on wildlife resources; and be it further

**RESOLVED THAT** the Town Council of the Town of Danville approves General Plan Amendment GPA 91-5, establishing a Growth Management Element as a new element to the Danville General Plan, and makes the following findings in support of that action:

1. The adoption of the Growth Management Element as an optional element to the Danville General Plan, when coupled with the recommended revisions and refinements to the existing General Plan, is consistent with the Danville 2005 General Plan.
2. The General Plan Amendment will not adversely affect the preservation of present aesthetics and other community qualities, conversely is has instead the potential to

enhance and enrich the community by assuring the establishment of a comprehensive, long-range program that will match the demands for new development with plans, capital improvement programs, development mitigation programs and financing mechanisms.

3. The General Plan Amendment will enhance the Town's ability to maintain high-quality public facilities and services.
4. The General Plan Amendment will not adversely affect the quality of life within existing developed areas of the community.
5. The General Plan Amendment will not adversely affect the harmony between Danville's development and it's physical setting; and be it further

**RESOLVED THAT** the Town Council of the Town of Danville amends policies 1.02, 2.02, 9.02 and 11.03 of the Danville 2005 General Plan to remove inconsistencies and/or conflicts between the Growth Management Element and the rest of the general plan (with the revised language reflected in Attachment A of this resolution)

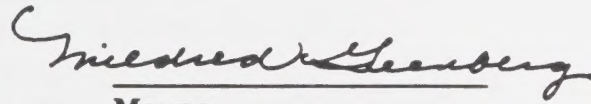
**APPROVED** by the Danville Town Council at a Regular Meeting held on November 19, 1991, by the following vote:

**AYES:** Greenberg, Lane, Ritchey, Schlendorf and Shimansky

**NOES:**

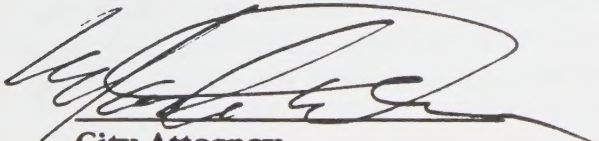
**ABSTAINED:**


**ABSENT:**

  
Mayor

**APPROVED AS TO FORM:**

**ATTEST:**

  
City Attorney

  
City Clerk

gmetcres.n19



**ATTACHMENT A - RESOLUTION NO. 200-91**  
**Revisions to the Danville 2005 General Plan to eliminate inconsistencies and/or**  
**conflicts between the Growth Management**  
**Element and the remainder of the General Plan**

Policy 1.02 - Allow new development based on the project's demonstration of a plan for full public services (parks, fire, police, sanitary sewer facilities, water and flood control) to which all providers are committed and where service can be assured in a timely manner.

Policy 2.02 - Future land use changes in the Tassajara and Dougherty Valley Area should be directly linked to a rational growth management plan which establishes acceptable levels of service for required infrastructure and public services and provides for the financing and maintenance of these facilities and services.

Policy 9.02 - Plan for the acquisition and development of new park and recreation facilities which maintain the parkland performance standard and seek to achieve community and neighborhood parkland goals. The Town shall seek a balance between active and passive recreation facilities.

Policy 11.03 - Achieve and maintain a minimum operating level of service at mid-range "D" or better, on arterials, collectors, and intersections during the peak hours.

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## **GROWTH MANAGEMENT ELEMENT**

**(Adopted November 19, 1991)**

### **1. PURPOSE AND AUTHORITY**

#### **1.1 Purpose and Intent**

A major underlying principle of Danville's General Plan is the directive that growth must be balanced with the provision of services. This philosophy, and the goals, objectives and performance standards set forth in the Growth Management Element, are the starting points for land use decisions in Danville. This Element establishes policies and standards for traffic Levels of Service and performance standards for parks, fire, police, sanitary sewer facilities, water and flood control in order to ensure that public facilities and programs are provided consistent with adopted standards.

The Town is neither trying to speed or delay growth within its Planning Area, but, by adopting and implementing this Element, the Town is indicating its intent to establish a comprehensive, long-range program that will match the demands for new development with plans, capital improvement programs, development mitigation programs and financing mechanisms. This Element is intended to insure that economic and population growth is delivered in a manner consistent with the socioeconomic character of the Town of Danville as expressed in Comprehensive General Plan Goals 2 and 3 in the Danville 2005 General Plan (see Section 1.3 of this Element).

In August, 1988, Contra Costa County residents approved Measure C, the "Contra Costa Transportation Improvement and Growth Management Program." Passage of Measure C authorized the collection of an additional one-half cent in sales tax on sales in Contra Costa County. A percentage of the monies collected (18%) are to be returned to local jurisdictions for use in a variety of transportation related improvements. To receive these funds the Town must prepare and adopt a separate Growth Management Element which addresses the impacts of growth. In addition, the Town must do the following:

Prepare a separate Growth Management Element of the General Plan to address the impacts of growth;

- ▶ Establish a commitment to manage congestion by adopting and applying traffic service standards which will be generally required on streets, roads and regional routes;
- ▶ Specify and adopt performance standards which will be met as the Town grows for parks, fire, police, sanitary sewer facilities, water and flood control;



- ▶ Adopt a Transportation Demand Management Program;
- ▶ Anticipate needed investments by adopting a five-year Capital Improvement Program that lists projects, project descriptions, their costs and funding mechanisms;
- ▶ Ensure that new development "pays its own way" through mitigation and fee programs;
- ▶ Reduce the number and/or length of automobile commute trips by addressing housing options and job opportunities at the local, regional and county-wide level.

Danville's Growth Management Element incorporates the above-described requirements and augments the minimum Measure C requirements with additional requirements and controls. Implementation measures related to specific policies include a variety of monitoring efforts. Compliance with all parts of the Measure C Growth Management Program is required by the Contra Costa Transportation Authority annually. To keep the Element contemporary, this annual review shall not be limited to the Compliance Reporting Checklist to be submitted to the Authority.

## 1.2 Authority

The Growth Management Element is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California, which states:

"The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city."

The Growth Management Element also is consistent with the requirements of Measure C.

## 1.3 Relations to Other General Plan Elements

All General Plan Elements, whether required or optional, have equal status. Policies throughout the General Plan must be internally consistent. Policies established with the adoption of this Element will not supersede existing policies and/or standards in the Danville 2005 General Plan. Where inconsistencies or conflicts are created, they will be addressed by a parallel amendment to the existing general plan.



The following is a listing of major policies found elsewhere in the Danville 2005 General Plan that pertain to growth management efforts:

Couple orderly and appropriate growth in Danville with the ability to maintain high quality public facilities and services. (Comprehensive General Plan Goals - Goal 2)

Protect the quality of life within existing areas of the community. (Comprehensive General Plan Goals - Goal 3)

Assure that future development complements Danville's existing small-town character and established way of life in a manner commensurate with established municipal service standards. (Goal 1)

Allow new development based on the project's demonstration of a plan for full public services (parks, fire, police, sanitary sewer facilities, water and flood control) to which all providers are committed and where service can be assured in a timely manner. (Amends Policy 1.02 - as established in the Danville 2005 General Plan adopted on October 5, 1987)

#### **1.4 Public Involvement**

The Growth Management Committee of the Town Forum examined key issues and solutions relating to the Town of Danville and reported to the Town Council on April 19, 1990.

Two public study sessions, involving the Town Council and the Planning Commission and interested citizens, were held in January, 1991 to develop a work plan for the development of a Growth Management Element. Resolution No. 38-91, passed by the Town Council in February, 1991 following an opportunity for public input, established the Growth Management Advisory Committee and established the charge for the Committee.

The Growth Management Advisory Committee met nine times between March and September, 1991 to refine the March 21, 1991 administrative draft of the Growth Management Element.

Opportunities for public participation in the preparation of the Growth Management Element occurred with the community meeting conducted by the Growth Management Advisory Committee (September 19, 1991) and the public hearings on the draft Element before both the Planning Commission (September 24, 1991, October 8, 1991 and October 22, 1991) and the Town Council (November 6, 1991 and November 19, 1991). Public comment and input was also solicited through the circulation of the



environmental documentation (Negative Declaration of Environmental Significance) prior to the adoption of the Element.

## **1.5 Organization of Element**

The Element establishes traffic Level of Services standards in Section 2 and other performance standards in Section 3. All performance objectives, performance standards and implementing policies are numbered sequentially, with the first number referring to the section and the second number to the subsection. For example, Policy 3.3.A. is the first service area considered in the third subsection of Section 3. This numbering system is intended to facilitate citations and references. Where a goal or policy used in this Element also appears in the Danville 2005 General Plan document, its identification in the Danville 2005 General Plan is indicated at the end of the goal or policy.

## **2. TRAFFIC SERVICE STANDARDS AND PROGRAMS**

### **2.1 Introduction**

The San Ramon Valley has become a focus of major development activity. The rural character of the valley has been altered - but, within this context of change, Danville has sought, and continues to seek, to preserve the amenities that have made this a desirable place to live.

The transportation system in Danville is dominated by the I-680 freeway. Traffic demand in the I-680 corridor is projected to grow by as much as 50% during the next 15-year period, requiring additional widening of the freeway and improvement of freeway interchanges. Even assuming increased use of public transportation and implementation of transportation demand management programs, it is projected that traffic congestion on I-680 will be a constraint to continued development in the area. Regional traffic on I-680 will cause increased congestion on surface streets in Danville, as traffic is diverted from the freeway. The traffic volumes and congestion will also increase noise and air pollution. For all these reasons, automobile traffic poses the greatest threat to the socioeconomic and environmental character of the community.

A major theme of Danville's General Plan is to protect and enhance aesthetic features. Implementation measures have included the preparation of Design Guidelines, the adoption of the Scenic Hillside and Major Ridgeline Protection Ordinance, and adoption of streetscape guidelines for the Sycamore Valley corridor (to protect the high visual amenity/quality).

Sycamore Valley Road and that section of Camino Tassajara extending from Sycamore Valley Road to the easterly Town limits (i.e., the four-lane roadways developed as part of the Sycamore Valley Assessment District) were sized to correspond with the projected



build-out traffic demands. Specifically, the right-of-way width, ancillary landscape treatment, pedestrian and bicycle trails and the road pavement section were sized to assure that the "environmental" carrying capacity of the roadways would not be exceeded. Both Sycamore Valley Road and Camino Tassajara are designated as scenic routes.

Adding significant additional amounts of traffic to these roadways and/or widening the roadway sections to a six-lane section would adversely affect the quality of life of the adjoining residential areas without delivery of a corresponding package of significant mitigation measures. Coordination of physical improvements such as the architectural sound-wall and ancillary landscaping would be compromised since they were designed for a four-lane roadway section.

In the case of road widening, if the widening occurred in a manner that replaced existing full width lanes with narrower travel lanes and/or resulted in the elimination of existing deceleration/acceleration lanes, there could also be a reduction in the traffic safety of the traffic corridor.

Changing over to a six-lane width and pulling traffic closer to the edge of rights-of-way would raise the physical carrying capacity of the arterial an additional 20,000 +/- average daily trips (ADTs) per day resulting in a probable violation of the adopted noise standards for arterials (see Chapter 6 "Resources & Hazards" of the Danville 2005 General Plan). Additionally, the air quality impacts which would result from going from 30,000 +/- ADTs (carrying capacity for a four-lane width roadway) to a six-lane width roadway with carrying capacity of 50,000 +/- ADTs per day could result in an unacceptable diminishment of quality-of-life in these corridors.

It has been established through previous traffic studies that the build-out capacity of the approach intersections to I-680, as well as I-680 itself, most likely would not be able to accommodate the traffic loading that would occur if current four-lane width roadway within the Town were converted to six-lane width roadways and their ADT levels increased to approach the physical limits of a six-lane width roadway.

The road sections developed through SVAD were designed with a balance between the areas devoted to travel lanes and the areas developed as buffer landscaping. These property owners are paying for assessments of \$16+ million for the roadway and other infrastructure improvements that are currently in place; and which include full-sized road sections with generous buffer landscaping and an extensive pedestrian and bicycle trail network.

A number of aesthetic impacts would result from modifying the planned character of these arterials if they were modified to a six-lane width roadway, including:

- elimination of the open landscape buffer as a mitigation to high traffic volumes;



- reduction of landscaping which relates the area to its physical surroundings;
- function and aesthetic value of the two tiered off-street bicycle lane system and the on-street bicycle route would be impacted.

While it is acknowledged that it would appear to be inappropriate to widen the arterials within the Town to a six-lane width due to the impacts to adjoining residential properties, it is equally acknowledged that the future economic vitality of the Town may in part be linked to reserving capacity in the existing four-lane arterials to accommodate future development within the Town (including its ultimate 20-year service area). For the eastern side of Town this is especially pertinent. Two policies in the Danville 2005 General Plan speak to review of Danville's Planning Area and Sphere of Influence. Those policies are as follows:

Re-evaluate and seek redesignation of Danville's Planning Area and Sphere of Influence to insure maximum control over land use decisions which directly affect the existing community. (Policy 2.04)

Seek to extend Danville's Sphere of Influence to reflect the community's long term interests, as well as the likely extension of urban services. (Policy 6.02)

The discussion above should serve as the framework for the traffic service objectives for Action Plans established for Danville roadways designated as Routes of Regional Significance.

## **2.2 Performance Goals**

This section identifies the major policies found elsewhere in the General Plan pertaining to traffic and circulation.

- A. Provide for safe and efficient vehicular movement on Town of Danville streets. (Goal 11)
- B. Maintain a balance between land use development and the capacity of the transportation system. (Policy 11.05)
- C. Minimize the intrusion of through traffic on residential streets. (Goal 13)
- D. Improve major collectors and arterials to a high level of service in order to minimize through traffic on residential streets. (Policy 13.02)



## 2.3 Standards and Related Policies

The Contra Costa Transportation Authority has established acceptable levels of service for rural, semi-rural, suburban, urban, and central business district land use designations.

With adoption of Town Council Resolution No. 236-89, the Town adopted the Authority standards in modified form. Resolution No. 236-89 modified the "Urban" definition to mean mid-range Level of Service D, with a corresponding volume-to-capacity (V/C) ratio of 0.83 to 0.87. With that modification, the adopted traffic Level of Service standards are as follows:

Land Use	Level of Service (LOS)	Range of Volume-to-Capacity (V/C) Ratios
Rural	Low C	70 - 74
Semi-Rural	High C	75 - 79
Suburban	Low D	80 - 84
Urban	Mid-range D	83 - 87
Central Business District	Low E	90 - 94

Attachment B provides the street system classification for Danville, corresponding to these land use designations.

- A. Performance Standard - Achieve and maintain a minimum operating level of service at mid-range "D", or better, on arterials, collectors and intersections during peak hours. (Amends Policy 11.03 - as established in the Danville 2005 General Plan adopted on October 5, 1987)
- B. Routes of Regional Significance - The list on Attachment A shows the Routes of Regional Significance that have been designated by Danville in cooperation with the South West Transportation Committee - SWAT and the Contra Costa Transportation Authority. Danville will participate with both agencies in developing Action Plans for each of these identified Routes of Regional Significance.
- C. Basic Routes - All roads not designated on the list on Attachment A are Basic Routes. Basic routes and land use designations are shown on Attachment B.
- D. Application of standards. The volume-to-capacity V/C ratio 0.83 to 0.87 applies to all signalized intersections on Basic Routes. Level of Service Standards are considered to be met if:
  - i. Measurement of actual conditions at the intersection indicates that the operations are equivalent to, or better than, those specified in the standard; or



- ii. The five-year Capital Improvement Program of the Town of Danville includes projects which, when constructed, will result in operations better than, or equivalent to, those specified in the standard.
- E. Findings of Special Circumstance. For any Basic Route signalized intersection that will not meet Level of Service standards as described in Policy 2.3.D. above, the Town of Danville may request, and the Authority may make Findings of Special Circumstances, as described in Policy 2.4.D. The current listing of Intersections Subject to Findings of Special Circumstances is contained in Table 4.

## 2.4 Implementing Policies and Programs

- A. Local Development Mitigation Program - Pursuant to Policy 7.01 of the Danville 2005 General Plan, the Town shall require new development to pay its fair share of the cost of new civic and community facilities, based upon the impacts which may be attributed to that development. A development mitigation program shall be developed, adopted and implemented. In terms of mitigation measures, it is recognized that given existing land uses and the present circulation network, emphasis will necessarily be on land use changes as opposed to a dependency on capital improvements. The mitigation program shall include an expansion of the existing Residential Transportation Improvement Program (RTIP) and the Commercial Transportation Improvement Program (CTIP), consistent with the requirements of Government Code 66000 et seq., to assure that future development projects pay the costs necessary to mitigate impacts on the local and regional transportation system. A periodic review of the RTIP and CTIP fee schedules shall be conducted. Review of future development projects, as directed by Policy 11.01 of the Danville 2005 General Plan, shall reflect coordination of future arterial streets and major collectors in concert with existing and future land uses in Danville. Physical changes and traffic control devices to discourage through traffic on residential streets shall be considered in detail during the review of future development projects (as directed by Policy 13.01 of the Danville 2005 General Plan).
- B. Local Street Maintenance and Improvement Funds - Transportation projects implemented to meet, or maintain, adopted Level of Service standards, to implement Action Plans for Regional Routes , and to provide mitigation for intersections subject to Findings of Special Circumstances, may be funded through use of Local Street Improvement and Maintenance Funds (return to source funds) allocated by the Contra Costa Transportation Authority. In no case shall return to source funds replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards. Return to source funds may be used for transportation planning and/or for maintenance and rehabilitation projects not directly related

to attainment of the standards outlined in this Element when these projects meet the overall goals of this Element and the Danville 2005 General Plan.

- C. Achieving Level of Service Standards - In the event that any Basic Route signalized intersection does not meet adopted standards, the Town will, in order to attain the standards specified in Section 2.3.D. above, consider amendments to the General Plan, Zoning Ordinance, Capital Improvement Program and/or other relevant plans and policies.
- D. Findings of Special Circumstances - If such amendments as described in Section 2.4.C. above are not possible or feasible for reasons discussed as "Criteria for Findings of Special Circumstances" in materials published by the Contra Costa Transportation Authority (see Attachment B), the Town may prepare a request for Findings of Special Circumstances for submittal, consistent with the prescribed procedure, to the Authority. The request shall include identification of alternative standards and proposed mitigation measures and programs.
- E. Capital Improvement Program - Capital projects sponsored by the Town and necessary to maintain and improve traffic operations will be included in the five-year Capital Improvement Program. Funding sources for such projects, as well as intended phasing, shall be generally identified in the Capital Improvement Program. As directed by Policy 11.04 of the Danville 2005 General Plan, the physical and operational improvements made to improve roadway and intersection capacity shall be done in a manner consistent with the need to preserve the character of residential streets.
- F. Multi-jurisdictional Transportation Planning - The Town shall participate, in a proactive leadership role, in multi-jurisdictional transportation planning by participating in activities of the Southwest Area Transportation Committee - SWAT (including development of Regional Route Action Plans and cooperating in planning for intersections subject to Findings of Special Circumstances located in other jurisdictions when it is determined that local actions contribute to conditions at such intersections) and activities of the Tri-Valley Transportation Council - TVTC (including preparation of the Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance in the Tri-Valley Area). Participation of other jurisdictions is required to maintain traffic service objectives for the designated Routes of Regional Significance. As directed by Policy 14.01 of the Danville 2005 General Plan, the Town shall "Coordinate local transportation planning with local jurisdictions and regional agencies, including identification and evaluation of additional transportation corridors." As directed by Policy 14.02 of the Danville 2005 General Plan, the Town shall "Work with other agencies, including neighboring cities, Contra Costa County, Caltrans, and MTC on multi-jurisdictional problems affecting Danville." Additional General Plan



Goals and Policies pertaining to multi-jurisdictional transportation planning include the following:

Participate in the long-range planning for the Tassajara and Dougherty Valley Area with the City of San Ramon and Contra Costa County to preserve the quality of life currently enjoyed by Danville residents and assure that future growth is properly managed. (Goal 2 - See also Goal 6 and Policy 6.01)

Future land use changes in the Tassajara and Dougherty Valley area should be directly linked to a growth management plan which establishes acceptable levels of service for critical required infrastructure and public services and provides for the financing and maintenance of these facilities and services. (Policy 2.02 - as established in the Danville 2005 General Plan adopted on October 5, 1987)

Comprehensive planning, including sub-regional traffic studies and one or more specific plans for land use changes in the Tassajara and Dougherty Valley area, should allow adequate time for further build-out of major developments previously approved by the Town of Danville, City of San Ramon, and Contra Costa County (i.e., Sycamore Valley, Crow Canyon Corridor, Canyon Lakes) in order to gauge the long range impacts of these previously approved projects. No applications for land use changes shall be considered until said planning is completed. (Policy 2.03)

- G. Conflict Resolution - The Town shall participate in the Contra Costa Traffic Authority conflict resolution process, as outlined in Section Three - Decision Making and Conflict Resolution of the Authority's publication entitled "Growth Management Implementation Documents", as needed to resolve disputes related to the development and implementation of Regional Route Action Plans and other programs described in this Element.
- H. Implementation of Regional Route Action Plans - Following adoption of Regional Route Action Plans by SWAT and the Contra Costa Transportation Authority, the Town shall implement specified local actions in a timely manner, consistent with adopted Action Plans.
- I. Transportation Demand Management - As part of its program to attain traffic service standards, the Town will adopt and implement a Transportation Demand Management Ordinance. In acknowledgement of Goal 12 of the Danville 2005 General Plan, the Town shall strive to provide convenient and efficient alternative transportation modes to the automobile.

- J. Compliance Reporting - For purposes of reporting to the Contra Costa Traffic Authority on compliance with the Growth Management Program, the Town shall complete and submit a compliance checklist to the Authority. In order to monitor compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the Transportation Division.
- K. Work Program - Transportation Division - As provided for in Goal 1 of the work program for Town's Transportation Division, centralize and improve responsiveness to traffic and transportation concerns raised by Danville residents.

## 2.5 Implementing Policies and Programs: Review of Development Applications

- A. Traffic Impact Study Requirements - Require traffic impact analysis for any new development project which is estimated to generate 100 or more a.m. or p.m. daily peak hour vehicle trips, based upon the trip generation rates as presented in **Trip Generation, 4th Edition** - Institute of Transportation Engineers, 1987 (see Table 1) Analysis shall be consistent with the **Technical Guidelines** published by the Contra Costa Transportation Authority.
- B. Traffic Impact Study Methodology - Require that the calculation methodology for the application of level of service standards be the "Planning Applications" methodology, using "Operations and Design Method" vehicles per lane hour capacities (or other appropriate saturation flow rates), described in **Transportation Research Circular Number 212, Interim Materials on Highway Capacity** (Transportation Research Board, 1980).
- C. Impact/Mitigation Analysis - Require that during the review of new development proposals, the traffic impact analysis shall determine whether a project could cause a signalized intersection or freeway ramp to exceed the applicable Level of Service standard and shall identify mitigation measures and/or fees so that the intersection or ramp will operate in conformance with applicable standards. New development proposals shall be required to comply with identified mitigation and/or fees.
- D. Findings of Consistency With Standards - No development project with peak-hour vehicle trip generation rates in excess of 100 trips shall be approved unless Findings of Consistency with the Level of Service Standards adopted in Section 2.4.D. can be made. Findings of Consistency may be made only if a traffic impact study shows that approval of the development project will not result in violation of adopted standards at any Basic Route signalized intersection. Exemption from this restriction may be authorized if; 1) projects in the adopted Capital Improvement Program will result in attainment of the standards, or 2) Findings of Special Circumstances, including imposition of appropriate mitigation



measures have been adopted by the jurisdiction and the Contra Costa Transportation Authority.

### **3. OTHER PERFORMANCE STANDARDS**

#### **3.1 Introduction**

Performance standards represent commitments to provide facilities or deliver services. They are designed to ensure provision of full public services for new development and require that development pays its fair share of the costs associated with those services. In order to guarantee the continued availability of services to new and existing development, the Town has adopted traffic service standards and has adopted public facility performance standards for the following services; parks, fire, police, sanitary sewer facilities, water and flood control. To ensure these standards, the Town will annually review and modify these performance standards, in consultation with special districts where appropriate, and provide continued opportunity for public comment. The Town's 1992-1997 Five-Year Capital Improvement Program will recognize and implement as appropriate the traffic service standards and the performance standards for parks and police services.

#### **3.2 Goals**

The following general goal and policy statements from the Danville 2005 General Plan apply to the provision of urban services.

Ensure that local water supply, storm drainage, sewerage, streets, and similar facilities are maintained, improvements meet existing and future needs, and land use decisions are contingent on the adequacy of such facilities and maintenance. (Goal 8)

Work closely with other governmental agencies, districts and utility companies in monitoring current and projected level of service to assure that present needs are met and that adequate capacity is available for future development. (Policy 6.03)

Assure that costs of upgrading and constructing public facilities needed to serve new development shall be the responsibility of the developers and not existing residents. (Policy 8.05)

### **3.3 Performance Standards**

#### **A. Parks**

##### **i. Goal**

Provide a full range of public park, cultural, art, and recreation facilities that are efficient, convenient to users, appropriately distributed throughout the community, and that reinforce community identity. (Goal 9)

##### **ii. Performance Standard**

Maintain a minimum of 5.0 acres of parkland per 1,000 residents while seeking to achieve that objective for community and neighborhood parks.

##### **iii. Facility Analysis**

With the completion Diablo Vista, Sycamore Valley and Hap Magee Ranch Parks, the Town will have 3.35+/- acres of community park parkland per 1,000 residents (assuming a population of 35,000 at the time these facilities are complete). Community parks as traditionally defined range from 20 to 50 acres and serve residents within three mile radius of their homes.

At full development, the park system within the Town boundaries is envisioned to consist of 215+/- acres, divided into five community parks totaling 117.4+/- acres (or 2.8+/- acres per 1,000 residents at build-out); Town-owned open space contiguous to community parks totaling 47+/- acres; three mini-parks totaling 2.75+/- acres; and eight neighborhood school parks (San Ramon Valley Unified School District-owned lands) totaling 47.75+/- acres. Assuming a build-out population of 41,900 residents for the year 2005, this acreage would yield a ratio of 5.2+/- acres of public parkland per 1,000 residents.

This build-out park system will be supplemented by 1,250+/- acres of Open Space and Wilderness lands controlled by the East Bay Regional Park District and an extensive system of trails (most significantly including the Iron Horse Trail along the abandoned S.P.R.R. right-of-way) within the Town's sphere of influence. Private facilities make a significant contribution to specific recreation amenities such as tennis courts and swimming pools owned and operated by the numerous homeowner association groups within the Town.

If additional lands on the eastern edge of Town are annexed and developed, consideration should be given to address the need for recreational lands generated by such action through dedication of lands for a new community or neighborhood park.



**iv. Objectives**

- a. Plan for the acquisition and development of new park and recreation facilities which maintain the parkland performance standard and seek to achieve community and neighborhood parkland goals and objectives. The Town shall seek a balance between active and passive recreation facilities. (Amends Policy 9.02 - as established in the Danville 2005 General Plan as adopted on October 7, 1987.)
- b. Emphasize community parks as opposed to neighborhood parks. (Policy 9.09)

**v. Implementation Measures**

- a. Work closely with the San Ramon Valley Unified School District to secure the joint use of school sites for local recreation purposes. (Policy 9.01)
- b. Decisions to acquire and develop Park and Recreation facilities shall include a commitment to continuing high-quality maintenance. (Policy 9.08)

**B. Fire**

**i. Goal**

Prevent catastrophic fires and minimize the loss of property and life due to fire hazards in Danville. (Goal 19)

**ii. Performance Standard**

A total response time of 4 to 5 minutes for emergency calls to be met a minimum of 90% of the time and/or a fire station within 1.5 miles of all residential and nonresidential development.

**iii. Facility Analysis**

The San Ramon Valley Fire Protection District serves the urbanized portions of the Town and its Planning Area.

Two fire stations are located within the Town limits. Station 33 is located at the intersection of Green Valley Road and Diablo Road. Station 31 is located on San Ramon Valley Boulevard south of Sycamore Valley Road.

Three additional San Ramon Valley Fire Protection District stations are located in immediate proximity to the Town and provide additional fire protection service. Station 32 is located along Stone Valley Road immediately east of the I-680 freeway, Station 35 is located at the north west quadrant of the intersection of Crow Canyon Road and Blackhawk Roads (across from the Blackhawk commercial site) and the third - serving the rural areas to the east - is Station 36 at Camino Tassajara 1/2 mile north of Highland Road.

**iv. Objectives**

- a. Coordinate with San Ramon Valley Fire Protection District in providing fire protection facilities needed to maintain or improve existing fire protection standards. (Policy 7.08)
- b. Require special mitigation measures for fire prevention where development is outside the fire performance standard and/or where wild land fire hazards exist.

**v. Implementation Measures**

- a. Require written verification from the San Ramon Valley Fire Protection District, prior to project approval, of the projected response time to project sites and the distance from existing stations.

**C. Police**

**i. Goal**

The Town will maintain timely emergency response to all parts of Danville.

**ii. Performance Standard**

The Danville Police Department shall maintain a range of 5 to 7 minute response time for emergency calls (priority one calls) for 90% of such calls - exclusive of dispatch time. For all other calls a 20-minute response time, for 90% of such calls, shall be maintained - again exclusive of dispatch time.

**iii. Facility Analysis**

Police protection for the Town is provided on a contract basis with the Contra Costa County Sheriff/Coroner's Office. The force currently consists of 25 sworn officers, no part-time officers and two secretaries. Volunteer hours totaling the equivalent of two full-time positions per year are supplied through the reserve



police officers of the Contra Costa County Sheriff/Coroner's Office. The department serves a population of roughly 31,500, which results in a ratio of one sworn officer per 1,250 people. Dispatch services are also contracted out of the Contra Costa County Sheriff/Coroner's Office. As the Town's population increases (the Danville 2005 General Plan projects a 2005 build-out population of 41,900), a corresponding increase in the police work force will be necessary to maintain current response times and the officer-to-population ratios.

**iv. Objectives**

- a. Protect the community from unreasonable risk associated with criminal activities.
- b. Strive to achieve/maintain quicker response times.
- c. Take lead/participate with other police departments for effective cooperative response agreements.

**v. Implementation Measures**

- a. Utilize the Transportation and Traffic Coordinating Committee to study traffic safety issues pertaining to the use of police resources.

**D. Sanitary Facilities**

**i. Goal**

Ensure that adequate sewer facilities are available and that new development pays its fair share for the collection, treatment and export facilities.

**ii. Performance Standard**

Verification by the appropriate sewer agency that adequate sewage collection and waste water treatment capacity can be provided.

**iii. Facility Analysis**

The Town is serviced by Central Contra Costa Sanitary District - CCCSD. For areas without sewer service the County Health Department regulates the individual use of septic leach systems.

**iv. Objectives**

- a. Work with CCCSD to assure observance of their performance standards; 1) infrastructure capacity to carry and treat 100 gallons per capita per day for residential uses and 1,500 gallons per acre for commercial uses, and 2) sewer mains should be designed to be 2/3 full and trunk lines designed to be 100% full.
- b. Cooperate with CCCSD in developing and implementing future master plans.

**v. Implementation Measures**

- a. Coordinate approvals for new development with the provision of sufficient capacity for sewage flows in the local collection system.

**E. Water**

**i. Goal**

Ensure an adequate water capacity system to serve existing and future residents.

**ii. Performance Standard**

Verification from the East Bay Municipal Water District - EBMUD, or from the County Health Department in the case of individual wells, that adequate water quantity, quality and distribution will be available to serve the project.

**iii. Facility Analysis**

Water service is provided by the EBMUD. Some areas in the Town are dependent on wells, which are regulated by the County Health Department.

**iv. Implementation Measures**

- a. Implement the local guidelines outlining landscape water conservation measures.



## **F. Flood Control**

### **i. Goal**

As established by Goal 20 of the Danville 2005 General Plan, reduce the potential for flooding and minimize the risks to life and property resulting from flooding that does occur in Danville.

### **ii. Performance Standard**

New development shall not exceed the Town's primary flood control channel's ability to carry 100-year flood flows.

### **iii. Facility Analysis**

Figure 18 of the Danville 2005 General Plan highlights the areas exposed to flood hazard.

### **iv. Objectives**

- a. Take all appropriate steps in the development review process to protect life and property from flooding that does occur in Danville. (Policy 20.01)
- b. Cooperate with County Flood Control and Water Conservation District in watershed evaluation and projects intended to reduce flood hazards. (Policy 20.3)

### **v. Implementation Measures**

- a. Restrict new development in floodway and flood plains in accordance with FEMA requirements. (Policy 20.2)

## **3.4 General Implementation Policies and Programs** (Note: Where appropriate, implementation policies tailored to the individual public service/program have been developed and are contained in the corresponding subsection above.)

- A. A Development Mitigation Program shall be developed and adopted to ensure that new development projects pay their share of costs associated with the provision of facilities associated with parks, fire, police, sanitary facilities, water, and flood control. The components of this program shall include the following; Growth Management Pre-submittal Data Sheets describing the goals, performance standards and policies of the Element to potential developers, a Growth Management Element Application Checklist for submittal with project applications

to document the proposed method to address/meet performance standards for critical public services, Findings of Approval for new development proposals testing proposed developments against the intent and requirements of the Element, Conditions of Approval imposing requirements on new developments to assure established performance standards for public services are met, and a Growth Management Element Monitoring Program to assure that the demands for new development are matched with plans, capital improvement programs, development mitigation programs and/or financing mechanisms.

- B. New development projects may be approved only where Findings on Performance Standards can be made based on one or more of the following conditions; 1) Assuming participation in adopted mitigation programs, performance standards will be maintained following project occupancy, 2) Because of the characteristics of the development project, project-specific mitigation measures are needed in order to ensure maintenance of performance standards, and such measures have been incorporated into project conditions of approval as an obligation for the project developer, or 3) Capital projects planned by the Town or special district(s) will result in maintenance of standards.

#### **4. JOBS AND HOUSING OPPORTUNITIES**

##### **4.1 Community Profile**

With the commencement of development of administrative office uses in Bishop Ranch in 1981, the San Ramon Valley began transition from a bedroom community of the 1970's to a major regional employment center. The Association of Bay Area Governments (ABAG) projects a 264% increase in jobs for the San Ramon Valley from 1985 to 2005 (bringing total jobs to 182,350 from 68,820). For the same period ABAG projects a 36% increase in jobs in Danville (bringing total jobs to 11,970 from 7,690).

The population increase for the entire San Ramon Valley has risen extensively over the last ten years (a 42% increase - bringing the population to 86,600 from 60,580). By comparison, the population increase for Danville over the last ten years has been less dramatic (rising 19% - bringing the population to 31,306 from 26,143).

The population growth in Danville was accommodated by a 23% increase in the total number of housing units (increasing from 8,931 units in 1980 to 11,136 units in 1990).

Table 2 shows ABAG's projections for Danville's jobs/housing ratio covering the period from 1980 to 2005. Danville will continue to be a net out-commute community providing roughly two housing units for every local job.



## 4.2 Goals

By law, cities and counties must address their fair shares of the regional housing needs. Table 3 shows Danville's housing needs estimates established by ABAG for the period of 1988 through 1995.

The Town's housing program is comprised of policies and objectives that will facilitate the construction of housing for all income levels. The goals from the Town's Housing Element have been designed to implement the over-riding goal of making safe, decent and affordable housing available for all segments of the community, and read as follows:

Preserve and enhance existing residential neighborhoods. (Goal 1.0)

Promote development of affordable housing. (Goal 2.0)

Promote home ownership for moderate income buyers. (Goal 3.0)

Expand financial resources for affordable housing. (Goal 4.0)

Protect long term affordability of new units. (Goal 5.0)

Provide affordable housing through local and intergovernmental cooperation. (Goal 6.0)

In addition to the goals established in the Housing Element, the following goals and policies from the Danville 2005 General Plan apply:

Reinforce the small town view of life as perceived by Danville residents, preserving aesthetics and other community qualities. (Comprehensive General Plan Goals - Goal 1)

Achieve harmony between Danville's development and its physical setting by protecting natural resources, avoiding development of hazardous areas and preserving critical open space area. (Comprehensive General Plan Goals - Goal 4)

Integrate new development visually and functionally in a manner compatible with the physical character and desired image of the community. (Goal 3)

## 4.3 Implementing Policies

- A. Review General Plan Amendment Studies regarding potential reduction of commute trips and average commute length.

- B. Have Economic Development Program stress promotion of employment opportunities for local residents.
- C. Implement Housing Goals with emphasis on matching the development of new housing with profile of the local work force.
- D. Strive to minimize the financial burden of infrastructure costs imposed through the development review process on affordable housing projects.



**TABLE 1****Examples of Developments Meeting the 100 Peak-Hour Trip Threshold**

Development	Approximate Size	Comments
Single Family	100 units	-
Condominium	180 units	-
Apartments	150 units	-
Hotel	140 rooms	-
Fast Food Restaurant	40,000 square feet*	Would include some but not all fast food restaurants
Shopping Center	14,000 square feet*	Represents very small center
General Office	20,000 square feet	Represents small office building

\*Notes: Trip generation estimates used to establish approximate development size meeting threshold include adjustment for pass-by trips.

Source: Trip Generation, 4th Edition - Institute of Transportation Engineers, 1987.

**TABLE 2**

**Housing Need Generated by New Employment in Danville  
1980 and 2005**

	<u>1980</u>	<u>2005</u>
Households	10,540	15,930
Employed Residents	16,300	25,200
Employed Residents/Household	1.55	1.58
Total Jobs	7,690	11,970
Jobs/Employed Residents Ratio	0.47	0.48

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Source: Projections '90, ABAG, December, 1989, pp. 113-135



**TABLE 3**

**Housing Needs Estimates for Danville**

<u>Projected Need</u>		<u>Distribution of Total Need by Income Category</u>				
1988-1989	1990-1995	Total	Very Low	Low	Moderate	Above Moderate
995	1,449	2,444	391	293	440	1,320

Source: ABAG Housing Needs Determination, 1988

**TABLE 4**

**INTERSECTIONS SUBJECT TO FINDINGS OF SPECIAL CIRCUMSTANCES  
(Anticipated to operate at Level of Service D - V/C ration of 0.88 or 0.89)**

1.      Diablo Road at I-680 northbound ramps
2.      Diablo Road at I-680 southbound ramps
3.      Green Valley at Diablo Road
4.      Diablo Road at El Cerro
5.      Diablo Road at Camino Tassajara
6.      Camino Ramon at Greenbrook Drive
7.      Camino Ramon/Crow Canyon Place at Fostoria Way



## GLOSSARY (Optional Subsection)

**Action Plan** - Multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development. Action Plans are composed of; long-range assumptions regarding future land use based on local general plans, adopted traffic service objectives, a listing of specific actions to be implemented by each participating jurisdiction, requirements for consultation on environmental documents among participating localities, procedures for review of impacts resulting from proposed local general plan amendments, and a schedule for SWAT and CCTA to review progress in attaining traffic service objectives (and to provide for revision of Action Plans as needed).

**Basic Routes** - All local roads not designated as Routes of Regional Significance. Level of Service standards apply to all signalized intersections.

**Capital Improvement Program (CIP)** - A compilation of the capital improvements planned for construction over the next five year period including cost estimates, the phasing of specific improvements and associated costs and methods with which specific improvements will be financed.

**Contra Costa Transportation Agency (CCTA)** - County-wide agency, created with the passage of Measure C Transportation Improvement and Growth Management Plan, with the charge to achieve a cooperative process for managing growth, alleviate existing transportation problems and assure that future growth pays for the facilities required to meet the demands it creates. CCTA is composed of elected officials of the jurisdictions in Contra Costa County appointed by the four Regional Transportation Planning Committees.

**Findings of Special Circumstances** - Findings made by the Town and CCTA in cases where a Basic Route intersection exceeds adopted LOS standards and the standards will not be met following implementation of the adopted five-year CIP. The findings will allow localities to be in compliance with the Growth Management Program despite an inability to meet standards at individual locations.

**Goal** - Statement describing in general terms a condition or quality desired by the Town. Goals may be used as the policy basis for performance standards and objectives.

**Implementation Measure** - An action, procedure, program or technique that carries out general plan policy.

**Level of Service (LOS)** - Indicator of the success of congestion relief measures for Basic Routes, providing measurements that quantify qualitative traffic conditions by relating measured traffic volumes, or projected traffic demand, to the capacity of an intersection or facility.

**Objectives** - Goal statements, which may be higher than the adopted performance standard or which may not be measurable, that the Town intends to achieve at build-out of the General Plan but may not be achievable throughout the interim period.

**Performance Standard** - Standard representing a commitment by the Town to attain a specified level or quality of performance through its programs and policies.

**Regional Route Action Plan** - Plans for Regional Routes developed by SWAT in cooperation with CCTA to consider shared concerns relating to land use decisions as well as transportation projects, taking into account through-traffic, environmental and financial concerns and specifying actions to be implemented by each participating jurisdiction and SWAT as a whole.

**Residential Transportation Improvement Program (RTIP)** - Fee program, established with the adoption of Ordinance No. 95, levied against new residential development (for the additional burden it places on existing circulation systems) for circulation improvements to be established throughout the Town based on a priority ranking determined by the Town Council.

**Routes of Regional Significance** - Road designated by the Town of Danville and the Contra Costa Transportation Authority, consistent with the procedures described in the Implementation Guide: Traffic Level of Service Standards

and Programs for Routes of Regional Significance. These roads are subject to objectives and programs outlined in adopted Action Plans.

**Southwest Area Transportation Committee (SWAT)** - The Regional Transportation Planning Committee (RTPC) which covers the Town of Danville, the City of San Ramon, and the Lamorinda jurisdictions of Moraga, Lafayette and Orinda composed of elected officials from each jurisdiction in this sub-area (including representation of the County) and providing, through appointment, two members to serve on the CCTA. SWAT provides an open forum for addressing multi-jurisdictional planning issues and is responsible for designating a network of Routes of Regional Significance and preparing Action Plans for those routes.

**Transportation Demand Management Program (TDM)** - Program to increase the efficiency of the transportation system, reduce demand for road capacity during the peak hour and otherwise affect travel behavior to minimize the need for capacity-increasing capital projects.

**Transportation Improvement Program Fee (TIP)** - Fee program, established with the adoption of Ordinance No. 62-85, levied against new non-residential development (for the additional burden it places on existing circulation systems) for circulation improvements to be established in the downtown area based on a priority ranking determined by the Town Council.

**Volume-to-Capacity (V/C)** - Mathematical ratio indicating the level of service at signalized intersections by way of comparing volume to capacity or vehicle delay.

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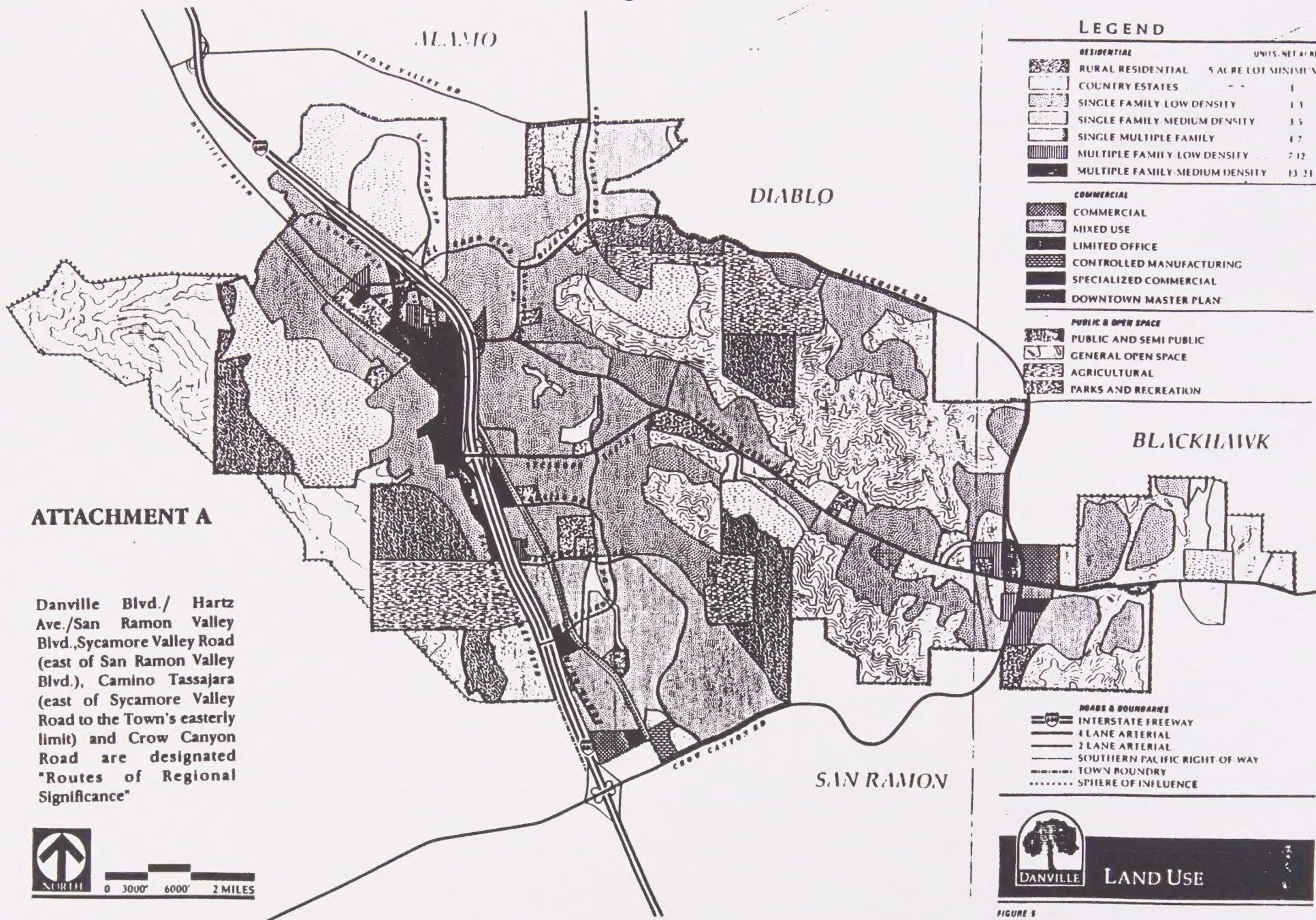


FIGURE 8



## ATTACHMENT B

All roads are designated as "Urban" (Level of Service mid-range D: 0.83 to 0.87 volume-to-capacity)



0 3000' 6000' 2 MILES

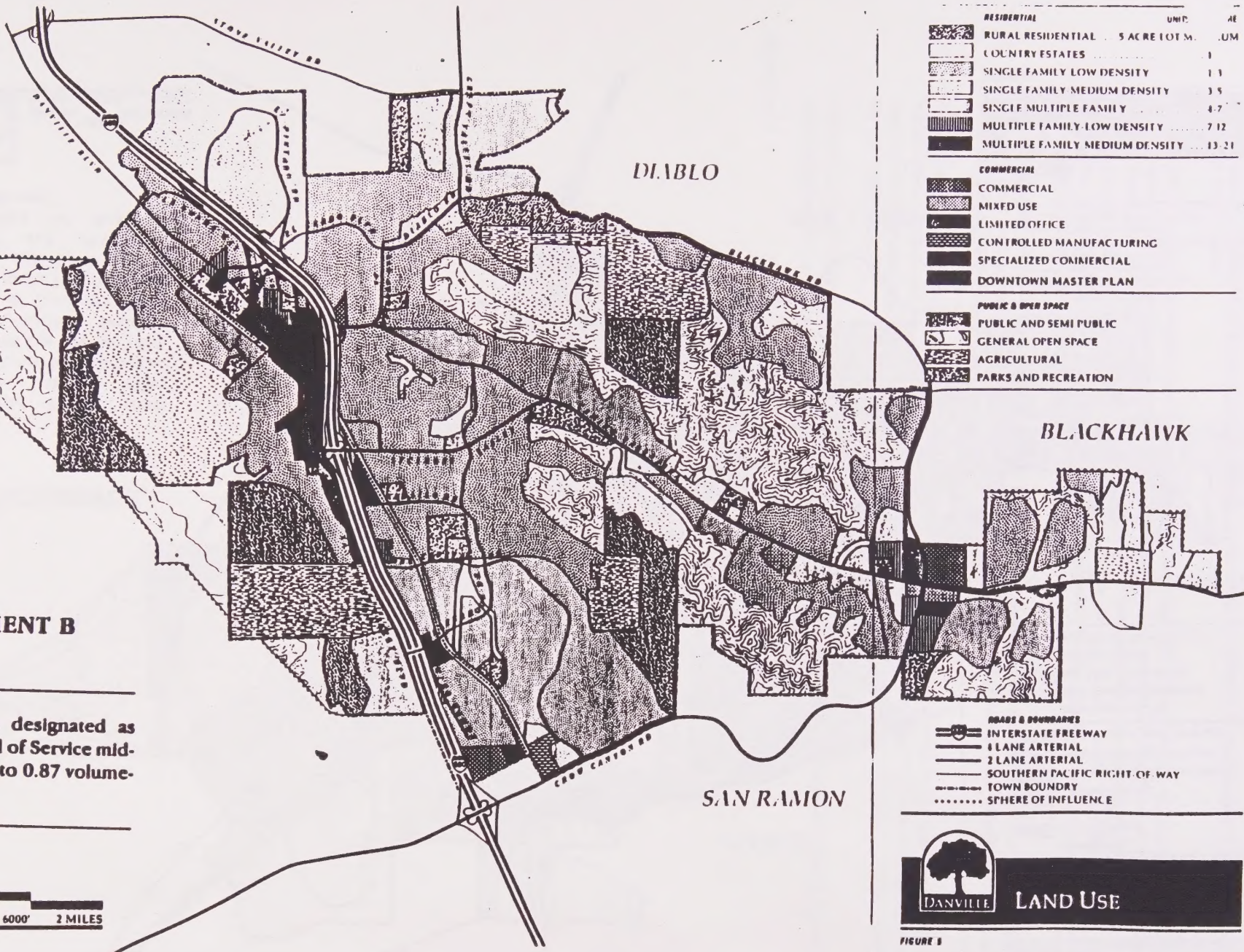


FIGURE 8

